



To the Honorable Council
City of Norfolk, Virginia

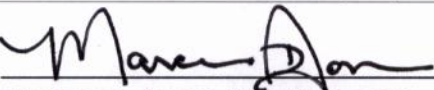
June 23, 2015

From: George M. Homewood, AICP, CFM, Planning Director

Subject: **Zoning Text Amendment to allow additional parking and maneuvering areas on lots fronting certain roads in order to promote public safety**

Reviewed: 
Ronald H. Williams, Jr., Deputy City Manager

Ward/Superward: Citywide

Approved: 
Marcus D. Jones, City Manager

Item Number: **PH-5**

- I. **Staff Recommendation:** Approval
- II. **Commission Action:** By a vote of **7 to 0**, the Planning Commission recommends **Approval**
- III. **Request:** Zoning Text Amendment to permit additional parking and maneuvering areas on lots fronting certain roads
- IV. **Applicant:** City Planning Commission
- V. **Description:**
 - The text amendment will allow for an additional 130 square feet of paved parking and maneuvering area on properties that the Zoning Administrator determines that back-up maneuvering onto a road is impaired in the following circumstances:
 - Speed limit of the road is 35 miles per hour or greater
 - Unusually heavy traffic
 - Geometry of the road impairs sight lines
 - It is determined by Public Works that there is a public safety concern
 - The additional driveway area will be required to be six feet from the property line adjacent to the street and must be screened with a planted landscape area the width of the additional paved area.
 - A list of approved landscape plantings for the area have been provided by the Department of Recreation, Parks, and Open Space.
 - The limitations for driveway widths and number will continue to be limited as stated in Chapter 15-4.
 - The text amendment also clarifies when non-residential uses will be permitted to encroach into required yards.
 - The previous revision of Chapter 15 was not clear as to when it is appropriate to allow parking to encroach into yards.

Staff point of contact: Bobby Tajan at 664-4756, robert.tajan@norfolk.gov

Attachments:

- Staff Report to CPC dated May 28, 2015 with attachments
- Proponents and Opponents
- Ordinance



City of NORFOLK

Planning Commission Public Hearing: May 28, 2015

Executive Secretary: George M. Homewood, AICP, CFM

Staff: Robert J. Tajan, AICP, CFM

Staff Report		Item No. C-1
Applicant	City Planning Commission	
Request	Text Amendment	Amendment to parking standards to allow additional parking and maneuvering areas on lots fronting certain roads in order to promote public safety

A. Summary of Request

This request would allow for an additional 130 square feet of parking and maneuvering area within front yards and yards adjacent to the street when there are certain safety concerns on roadways.

B. Plan Consistency

The proposed text amendment is consistent with *plaNorfolk2030*, which calls for flexible development standards where appropriate.

C. Zoning Analysis

- The text amendment will allow for an additional 130 square feet of paved parking and maneuvering area on properties that the Zoning Administrator determines that back-up maneuvering onto a road is impaired in the following circumstances:
 - Speed limit of the road is 35 miles per hour or greater
 - Unusually heavy traffic
 - Geometry of the road impairs sight lines
 - It is determined by Public Works that there is a public safety concern
- The additional driveway area will be required to be six feet from the property line adjacent to the street and must be screened with a planted landscape area the width of the additional paved area.
 - A list of approved landscape plantings for the area have been provided by the Department of Recreation, Parks, and Open Space.
- The limitations for driveway widths and number will continue to be limited as stated in Chapter 15-4.
- The text amendment also clarifies when non-residential uses will be permitted to encroach into required yards.
 - The previous revision of Chapter 15 was not clear as to when it is appropriate to allow parking to encroach into yards.

D. Transportation Impacts

- The additional maneuvering area within the front yard will allow for safer exits from properties.
- The allowance to park on the additional area adds additional on-site parking to properties that normally do not have on street parking.

E. Impact on the Environment

- Additional impervious area will be allowed on residential properties but will be mitigated with additional required landscaping in the area between the parking and the road.
- The size of the additional parking and maneuvering area is limited to the size of a compact parking space in order to avoid future stormwater management issues in the City.

F. Impact on Surrounding Area/Site

- The additional area allows for safer vehicular exits from properties.
- The proposed amendment will also allow for additional legal parking where residents are illegally parking due to the lack of on-street parking.

G. Payment of Taxes

N/A

H. Civic League

The text amendment was initiated at the request of the Wards Corner Task Force to relieve issues with illegal parking areas on major roads.

I. Communication Outreach/Notification

Legal notification was placed in *The Virginian-Pilot* on April 9 and 16.

J. Recommendation

Staff recommends that the text amendment request be **approved**.

Attachments:

Proposed text

Examples of driveways designed to new standards


Proponents and Opponents

Proponents

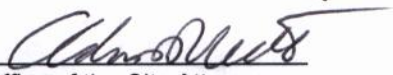
None

Opponents

None

Form and Correctness Approved: 

Contents Approved: 

By 
Office of the City Attorney

By 
DEPT.

NORFOLK, VIRGINIA

ORDINANCE No.

AN ORDINANCE TO AMEND SECTIONS 15-4.1 AND 15-5 OF THE ZONING ORDINANCE OF THE CITY OF NORFOLK, 1992, SO AS TO PERMIT ADDITIONAL PARKING AND MANEUVERING AREAS IN THE FRONT YARDS OF SINGLE-FAMILY RESIDENTIAL USES FRONTING CERTAIN STREETS FOR THE PURPOSE OF PROMOTING PUBLIC SAFETY.

- - -

BE IT ORDAINED by the Council of the City of Norfolk:

Section 1:- That Section 15-4.1 of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Locational standards for parking areas," is hereby amended and reordained so as to permit additional parking areas in the front yards of single-family residential uses fronting certain streets for the purpose of promoting public safety and requiring landscaping to screen such parking areas from the public right-of-way. The text shall read as set forth in "Exhibit A," attached hereto.

Section 2:- That Section 15-5 of the Zoning Ordinance of the City of Norfolk, 1992 (as amended), entitled "Alternative parking," is hereby amended and reordained so as to create standards for the eligibility, size, location, and installation of additional parking areas in the front yard of single-family residential uses fronting certain streets for the purpose of promoting public safety, including adding a new subsection 15-5.4. The text shall read as set forth in "Exhibit B," attached hereto.

Section 3:- The Council hereby finds that this zoning amendment is required by public necessity, convenience, general welfare, or good zoning practice.

Section 4:- That this ordinance shall be in effect from the date of its adoption.

ATTACHMENTS:

Exhibit A (2 pages)

Exhibit B (2 pages)

Exhibit A

15-4.1 Locational standards for parking areas.

- (a) *Residential uses.* For any residential use, motor vehicle parking and maneuvering areas shall not be located in any required yard adjacent to a public street except in an access/driveway that complies with the provisions of section 15-4.2 or as allowed in section 15-5 Alternative parking. Any structure that projects into any required yard designed to shield or shelter a motor vehicle or otherwise shall comply with the requirements of section 4-0.9.
- (b) *Uses other than residential uses.* For all uses other than residential, all surface motor vehicle parking and maneuvering areas shall be located as follows:
 - (1) *Suburban.* In the Suburban Character District, parking shall not be located in any required yard adjacent to a public street, any required buffer yard, or any open space.
 - (2) *Traditional.* In the Traditional Character District, the following standards must be met:
 - (A) No parking shall be located in any required buffer yard, required landscape area or any open space.
 - (B) Parking shall not be located in any required yard adjacent to a public street except when a solid wall, not less than two and a half (2.5) feet in height, or a hedge with a decorative fence, not less than three (3) feet in height, is located along the property line abutting the street and defines the edge of the pedestrian corridor. This additional screening shall be installed in addition to the landscape requirements of chapter 17 of this ordinance.
 - (3) *Downtown.* In the Downtown Character District, the following standards must be met:
 - (A) At least fifty (50) percent of all required parking shall be located to the side or rear of buildings.
 - (B) No parking shall be located in any required buffer yard or any open space.

- (C) Parking shall not be located in any required yard adjacent to a public street except when a solid wall not less than two and a half (2.5) feet is located along the property line abutting the street and defines the edge of the pedestrian corridor. This additional screening shall be installed in addition to the landscape requirements of chapter 17 of this ordinance.

Exhibit B

15-5 - Alternative parking.

In order to accommodate infill development, redevelopment, and flexible parking practices within the built environment, the following parking alternatives may be utilized to satisfy specific parking needs. In order to utilize any of these forms of alternative parking, a parking plan designed and sealed by a design professional must be submitted to the Department of Planning for review and will not be effective until the zoning administrator approves the plan.

15-5.1 *Off-lot parking.* Required parking may be provided on a lot other than the lot upon which the use is located as follows:

- (a) Administrative process. Where sufficient alternative parking is located no more than five hundred (500) feet from the property upon which the use is located, measured along a convenient pedestrian route, the parking shall satisfy the required parking requirements of this chapter provided that the parking plan is reviewed and approved by the zoning administrator. The review process shall include the location and condition of the alternative parking area and evidence of a legal right to use the alternative parking area, secured either by deed, long-term lease, or other documentation of sufficient license or possessory interest.
- (b) Special exception process. Whenever an application for alternative parking at an off-lot location has been denied by the zoning administrator or where the alternative parking is located more than five hundred (500) feet from the property upon which the use is located, measured along a convenient pedestrian route, the parking shall satisfy the required parking requirements of this chapter only upon the grant of a Special Exception authorizing off-lot parking pursuant to the provisions of section 25-10.4.

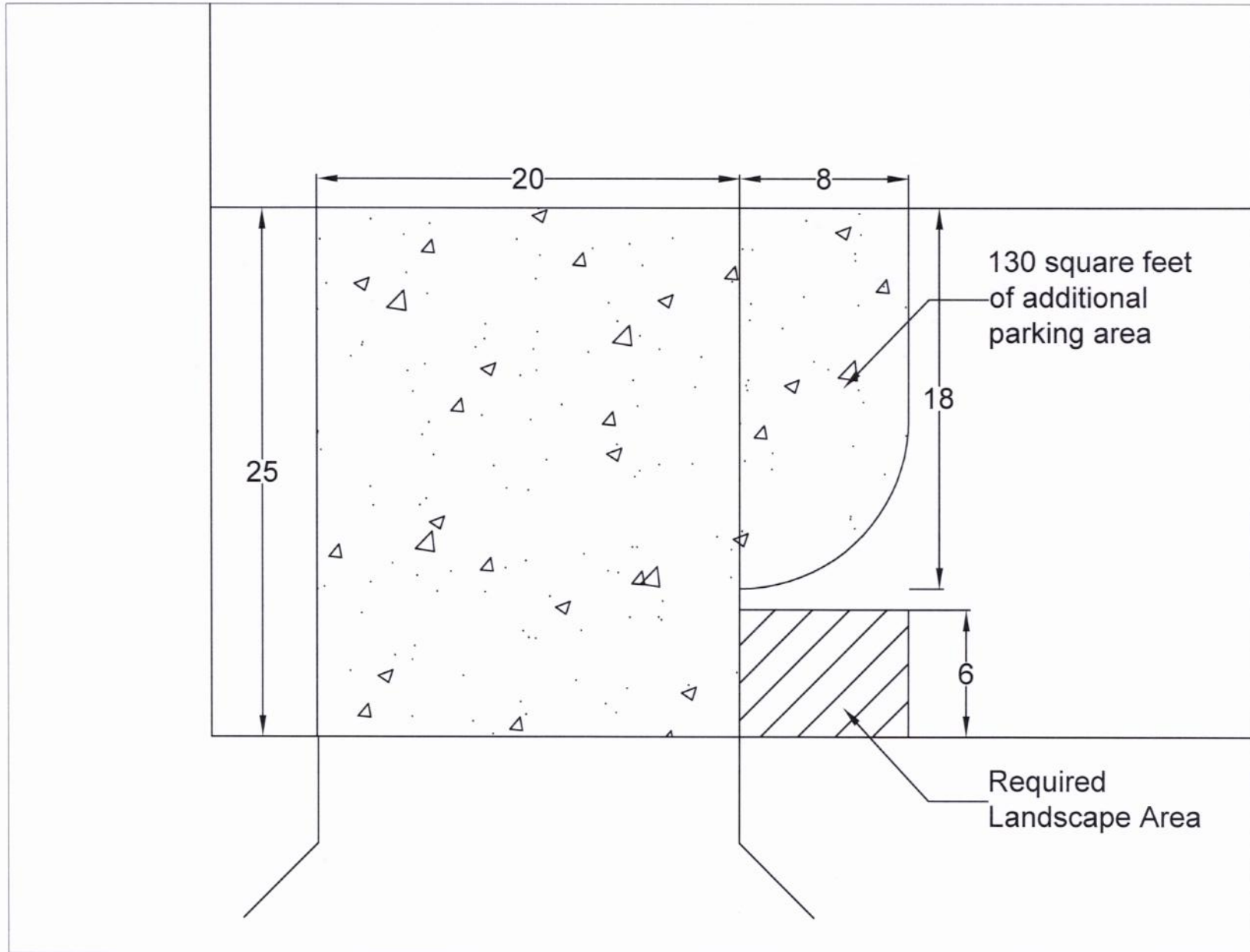
15-5.2 *Shared parking.* Parking for multiple, separate uses may be provided collectively. A reduction in the parking required for each separate use may be allowed when the separate uses involve differing hours of operation, days of operation, or other circumstances that make it unlikely that the separate uses will experience peak-hours of usage simultaneously. In such cases, the reduction may be approved subject to the approval of the zoning administrator.

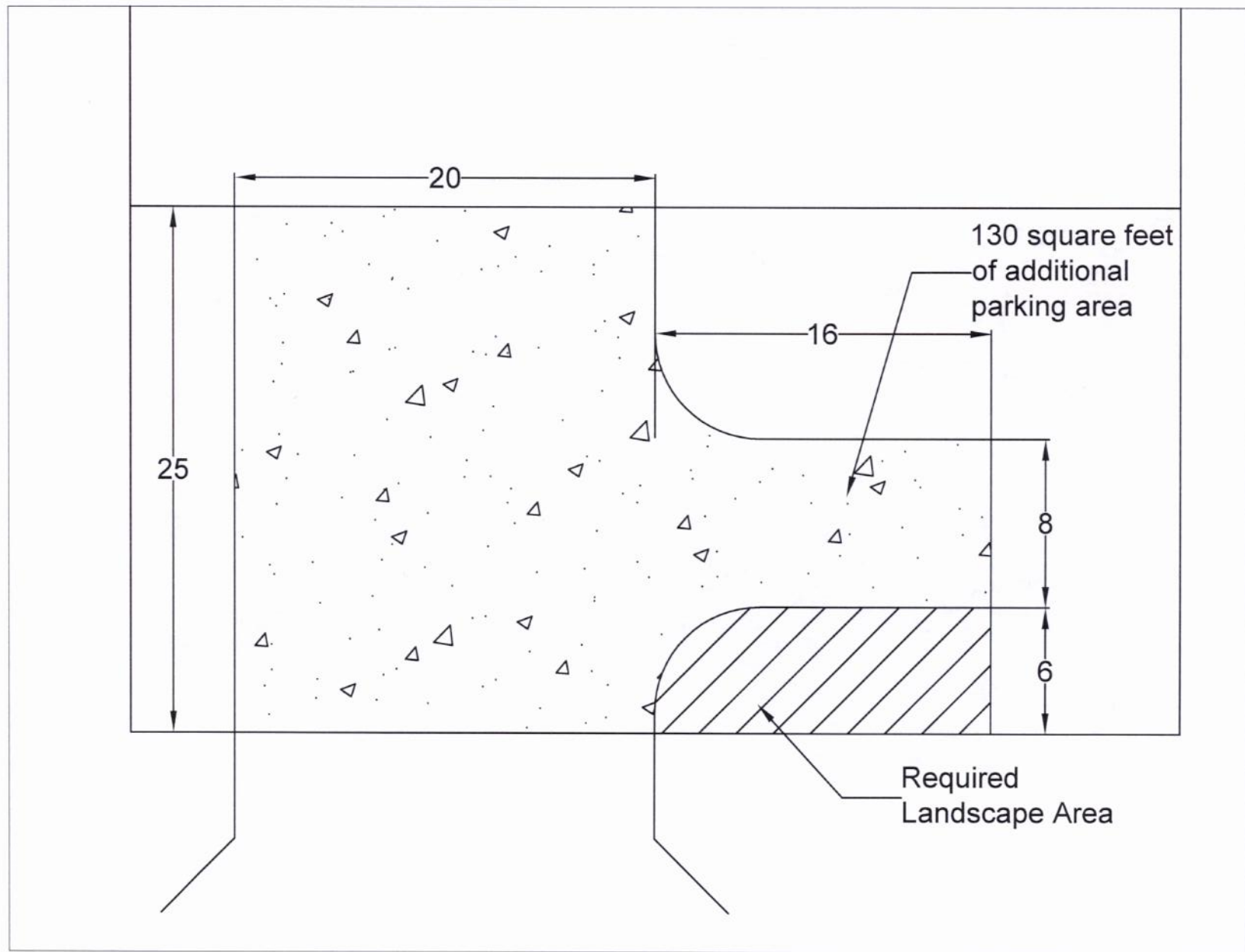
15-5.3 *Valet parking.* Any parking spaces that do not meet the minimum dimensional requirements set forth in Figure 15-1 may nevertheless be deemed sufficient to satisfy the dimensional provisions of this chapter if such spaces are reserved for valet parking. In order to qualify, all of the following criteria must be met:

- (a) A scaled plan showing the dimensions and layout of all parking spaces, stacking, and maneuvering of vehicles in the valet parking area must be submitted and approved by the zoning administrator;
- (b) The parking area is marked with signage indicating that it is reserved exclusively for valet parking; and
- (c) A parking attendant is present at the property during all times that the use served by the valet parking area is operating.

15-5.4 *Parking and maneuvering within yards adjacent to a street.* In addition to the motor vehicle parking design standards in section 15-4, an additional parking and maneuvering area of up to 130 square feet may be installed on properties with single-family residential and existing residential uses if the following criteria are met:

- (a) The Zoning Administrator determines that safe, back-up maneuvering is impaired on the site due to any of the following factors:
 - (1) The speed limit on the road abutting the access driveway is 35 miles per hour or greater;
 - (2) Unusually heavy or frequent traffic along the road abutting the access driveway;
 - (3) The geometry of the approaches to the point where the driveway accesses the abutting road; or
 - (4) A recommendation of the Department of Public Works based on concerns about public safety.
- (b) The additional parking and maneuvering area shall be located a minimum of six (6) feet from the property line abutting the street;
- (c) The additional parking and maneuvering area shall be screened with landscape plantings at least 2.5 feet in height;
- (d) The additional parking and maneuvering area shall be installed so that storm water runoff is properly managed and does not drain onto adjacent properties;
- (e) A zoning certificate is issued in accordance with the requirements of section 19.





Acceptable plantings for landscape screening in the front yard.

Plant examples – many other varieties are available and should be selected based on the location and not the list (consult your nursery):

a. Full Sun:

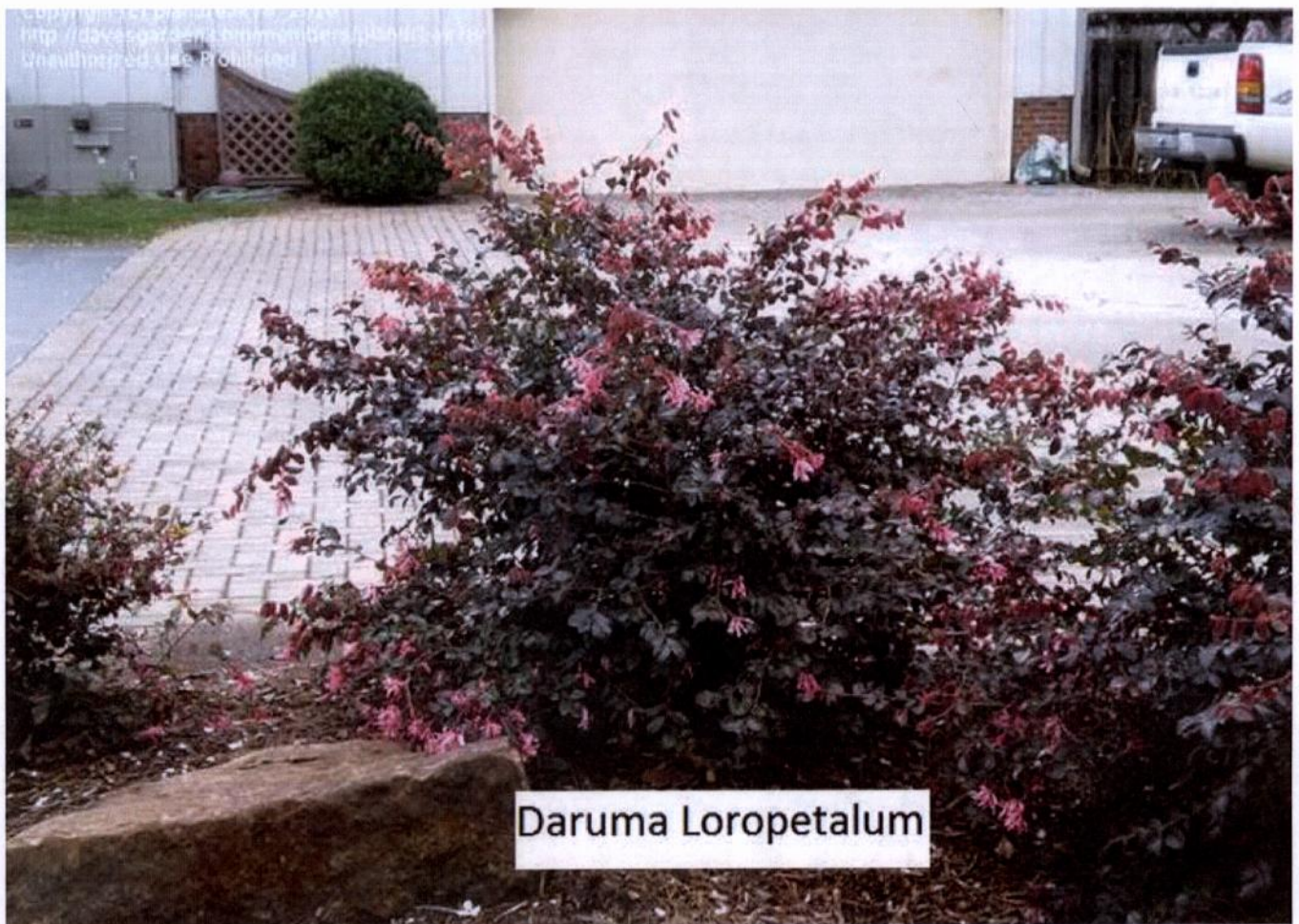
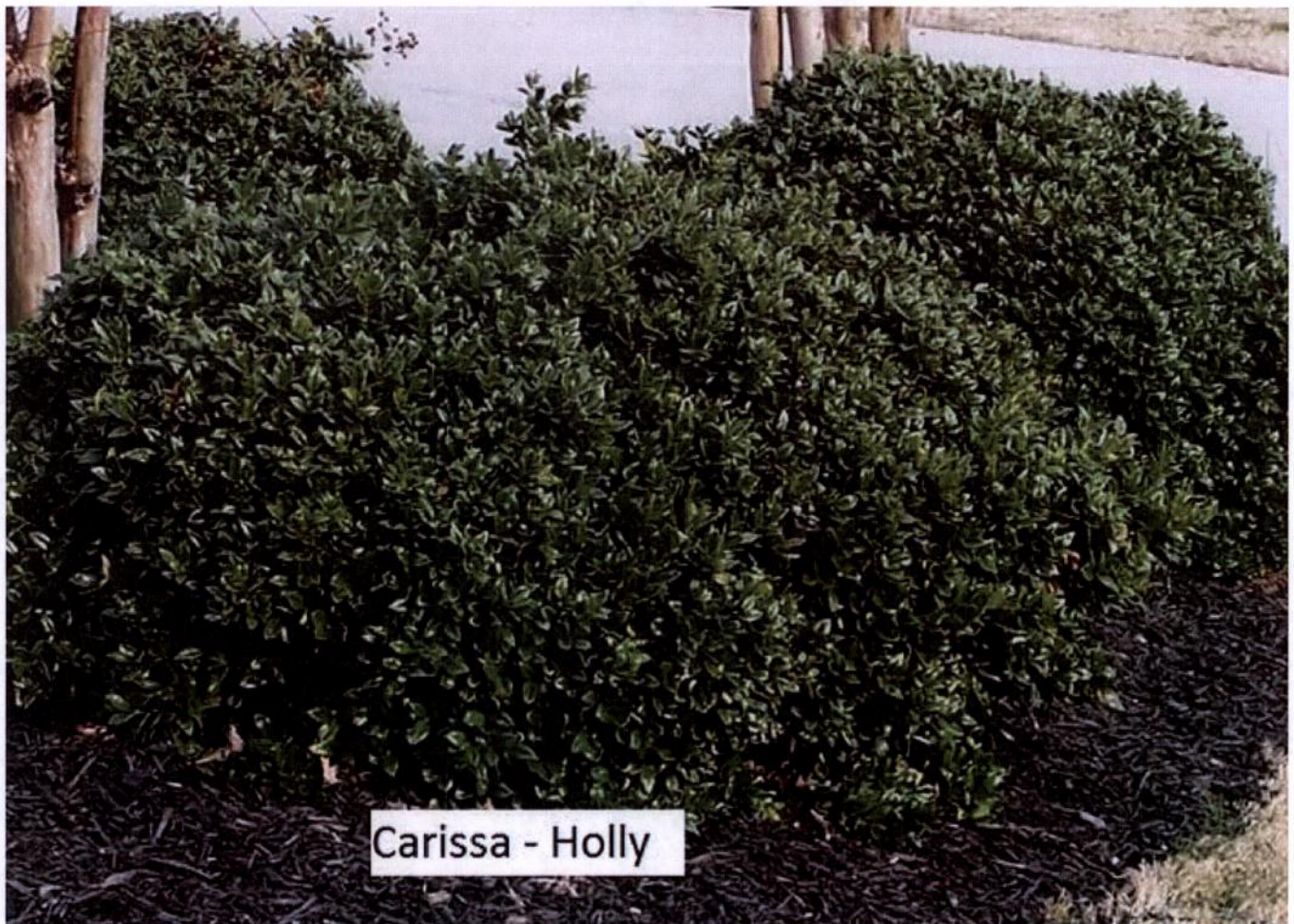
- i. 'Shishi Gashira' Camellia, *Camellia sasanqua* 'Shishi Gashira' - (3'-4' height and width)
- ii. 'Little Richard' Abelia, *Abelia x grandiflora* 'Little Richard' - (3' height and width)
- iii. 'Helleri' Holly, *Ilex crenata* 'Helleri' - (3' height and width)
- iv. 'Carissa' Holly, *Ilex cornuta* 'Carissa' - (3'-4' height and width)
- v. 'Emerald Snow' Loropetalum, *Loropetalum chinense* 'Emerald Snow' - (4' height and width)
- vi. 'Daruma' Loropetalum, *Loropetalum chinense* 'Daruma' - (3'-4' height and width)

b. Part Shade:

- i. 'Mojo' Pittosporum, *Pittosporum tobira* 'Mojo' - (3'-4' height and width)
- ii. 'Helleri' Holly, *Ilex crenata* 'Helleri' - (3' height and width)
- iii. 'Carissa' Holly, *Ilex cornuta* 'Carissa' - (3'-4' height and width)
- iv. 'Emerald Snow' Loropetalum, *Loropetalum chinense* 'Emerald Snow' - (4' height and width)
- v. 'Daruma' Loropetalum, *Loropetalum chinense* 'Daruma' - (3'-4' height and width)

c. Shade:

- i. 'White Pearl' Pieris, *Pieris japonica* 'White Pearl' - (3'-4' height and width)
- ii. 'Helleri' Holly, *Ilex crenata* 'Helleri' - (3' height and width)
- iii. 'Carissa' Holly, *Ilex cornuta* 'Carissa' - (3'-4' height and width)
- iv. 'Emerald Snow' Loropetalum, *Loropetalum chinense* 'Emerald Snow' - (4' height and width)
- v. 'Daruma' Loropetalum, *Loropetalum chinense* 'Daruma' - (3'-4' height and width)





Emerald Snow Loropetalum



Helleri Holly



Little Richard Abelia



Mojo Pittosporum



Shishi Gashira Camellia



White Pearl Pieris